Advertisement Support to Tourism Magazines by Air India

4451. SHRI GOPALSINH G. SOL-ANKI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that some monthly magazines on tourism, aviation and hospitality industry had requested Air India for release of advertisements during 1997-98;

(b) if so, the names of such magazines^ journals with the details of advertisement support given by Air India during 1997-98; and

(c) whether Air India have denied certain magazines for advertisement sup port and if so, the reasons for the same and whether air India would consider giving advertisement support during the current financial year to monthly magazi nes promoting tourism, aviation and hos pitality industry?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) and (b) The information is being collected and will be laid on the Table of the House.

(c) Advertising support is extended to various magazines promoting tourism subject to their fulfilling the circulation^ readership requirements laid down by the airline. However, because of budgetary constraints, it is not feasible to extend advertising support to all the magazines promoting tourism.

Traffic flow at Guwahati Airport

4452. DR. ARUN KUMAR SARMA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the projected (50 years) traffic flow of Guwahati Airport on being a regional hub and international airport;

(b) the facilities not presently avaiable and proposed to be created to cope up with the aforesaid projection;

(c) whether a proposal from the State Government of Assam for addition of on aerobridge at domestic airport is pending with AAI; and

(d) if so, whether Government could ensure it by some minor adjustment in the ongoing construction on the ground that Guwahati is a heavy rainfall area with long lasting monsoon (April to October)?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) Airports Authority of India (AAI) has projected, based on 1996-97 actuals, passenger traffic flow varying between 6% to 10.5% and cargo traffic between 6% to 4% for a 20 year period (1997-98 to 2016-17). No projections have been made for the 50 year period;

(b) The existing facilities are sufficient to meet the expected traffic growth for the next 5 years. The terminal building can handle 700 arriving passengers. To meet the expected traffic growth the fol lowing proposals are at hand:—

(i) to expand the departure hall to handle 700 passengers;

(ii) to construct International Passenger terminal at a cost of Rs. 25 crores;

(iii) to construct International Cargo Terminal at a cost of Rs. 13 crores;

(iv) to strengthen and extend the runway upto 12000 feet at a cost of Rs. 40 crores to operate B-747 type of aircarft.

(c) and (d) Yes, Sir. However, provi sion of aerobridge in the existing domes tic terminal building has not been found technically feasible because the building is designed for single level operations.

Disinvestment of Government sliares in Indian Airlines

4453. SHRI DIPANKAR MUKHERJEE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government propose to disinvest the equity shares from Indian Airlines;